

# THE ILLUSTRATED LONDON NEWS

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SIXPENCE.

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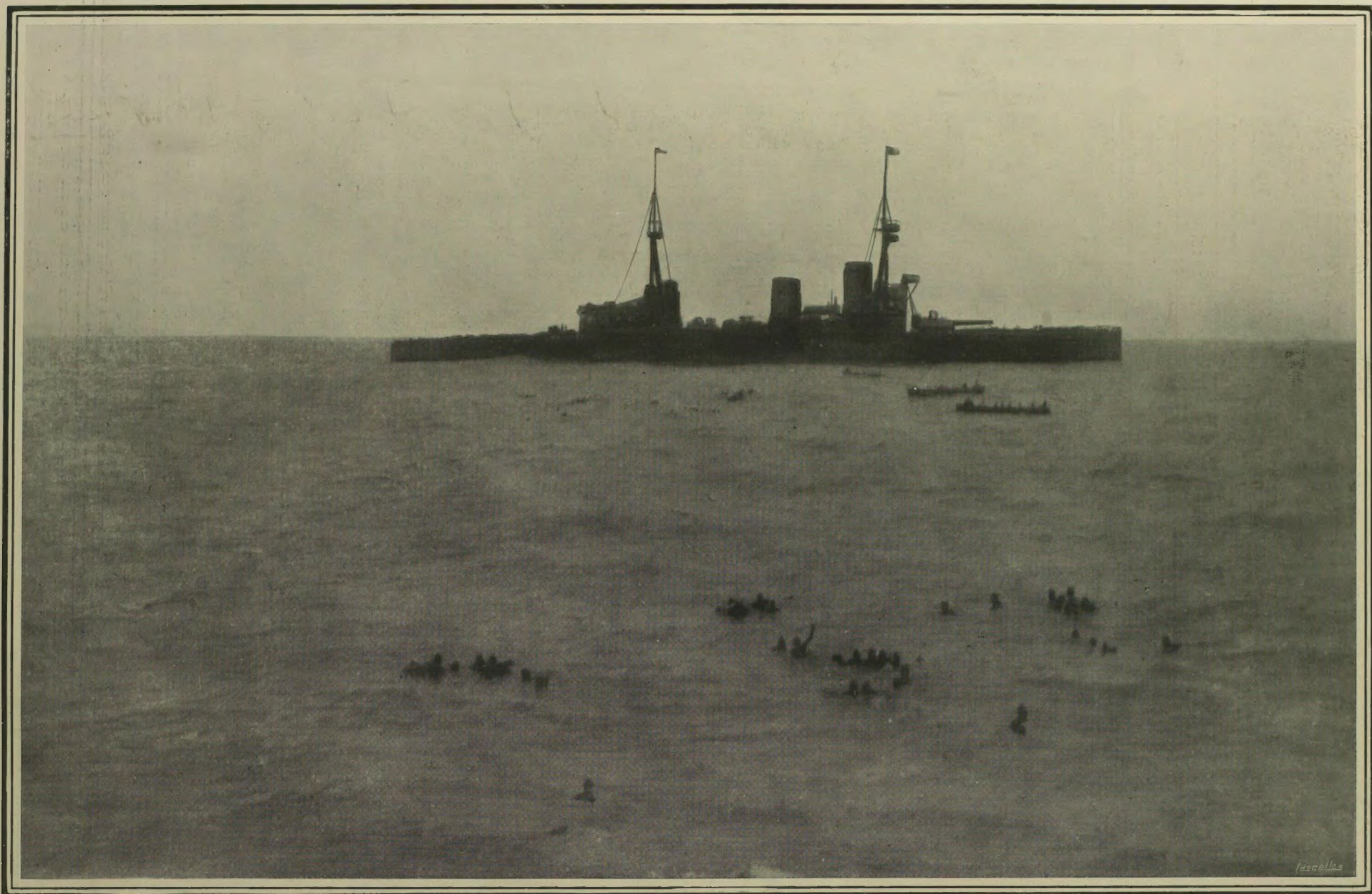
A CHAMPION OF THE FREEDOM OF THE SEAS AND THE RIGHTS OF TRADE: A BRITISH BATTLE-CRUISER  
MAKING BAD WEATHER OF IT.

In connection with this picture of a British war-ship, it is interesting to remark that in the recent United States Note to Great Britain it was acknowledged that his Majesty's Government is the champion of the freedom of the seas and the rights of trade.



## THE BRITISH NAVAL VICTORY OFF THE FALKLANDS: THE BEGINNING AND THE END.

PHOTOGRAPH TAKEN FROM H.M.S. "INVINCIBLE": DRAWING BY NORMAN WILKINSON FROM A SKETCH BY AN OFFICER OF H.M.S. "CORNWALL."



A CONTRAST TO THE REPORTED CONDUCT OF THE GERMANS AFTER THE CORONEL ACTION: BOATS FROM THE "INFLEXIBLE" (SEEN IN THE PHOTOGRAPH) AND THE "INVINCIBLE" PICKING UP SURVIVORS OF THE "GNEISENAU" AFTER SHE WAS SUNK.



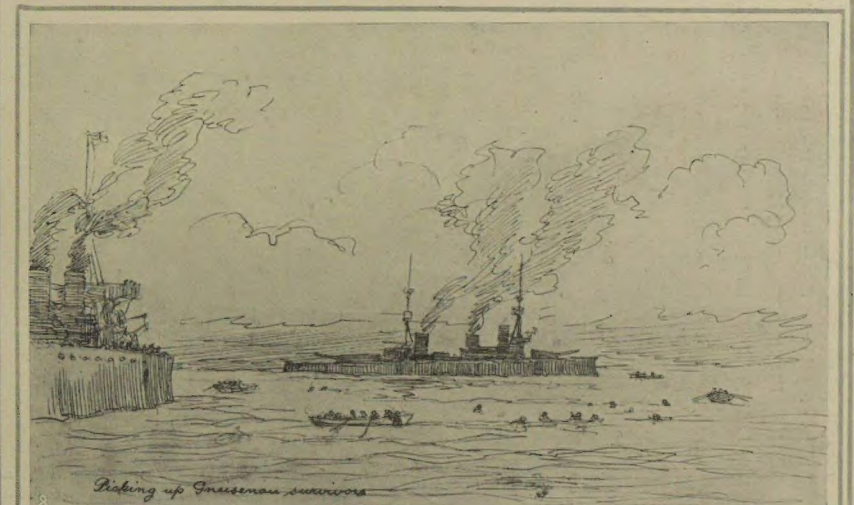
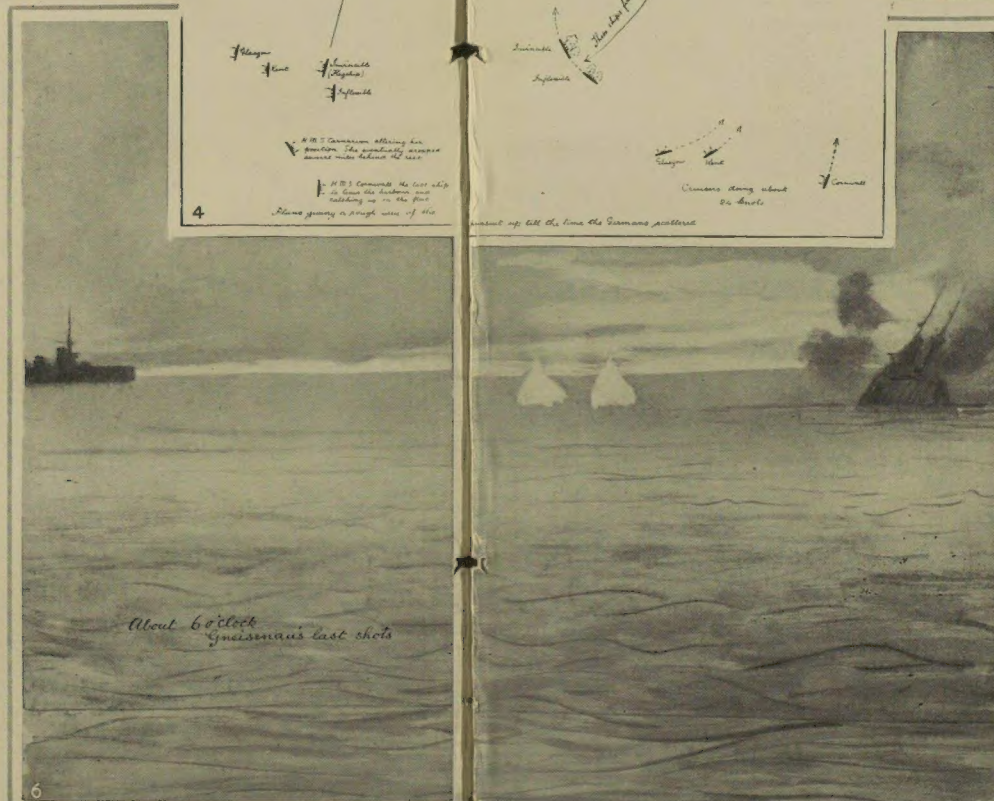
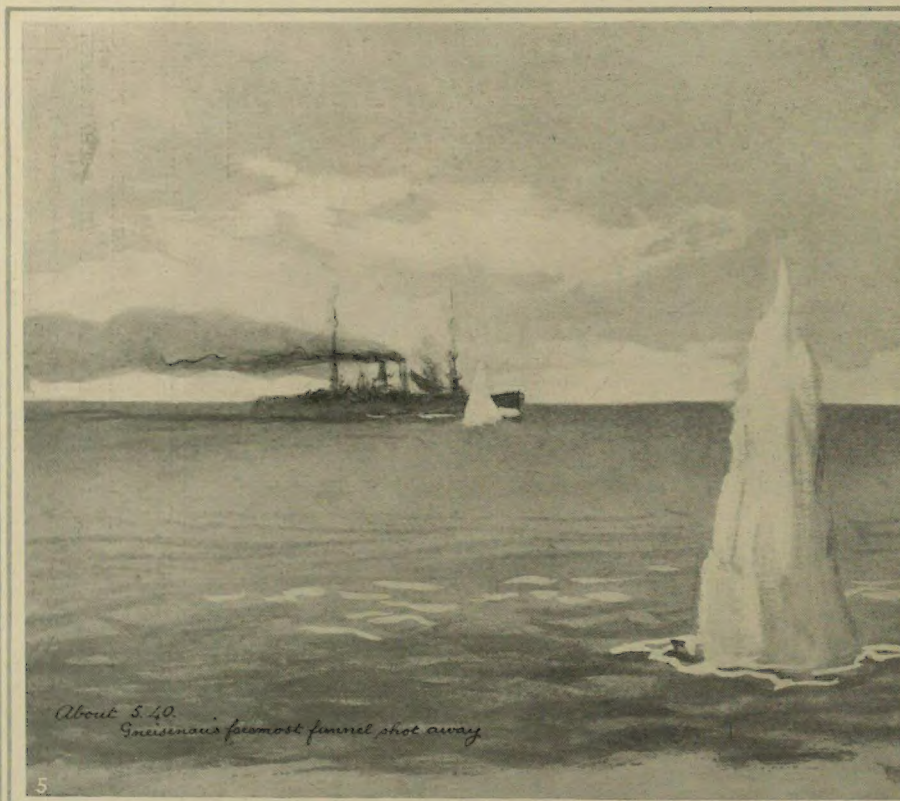
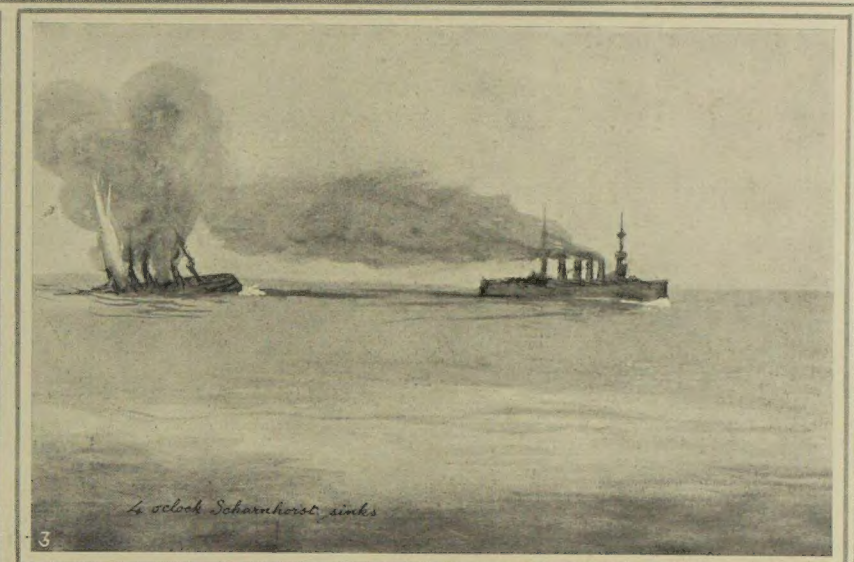
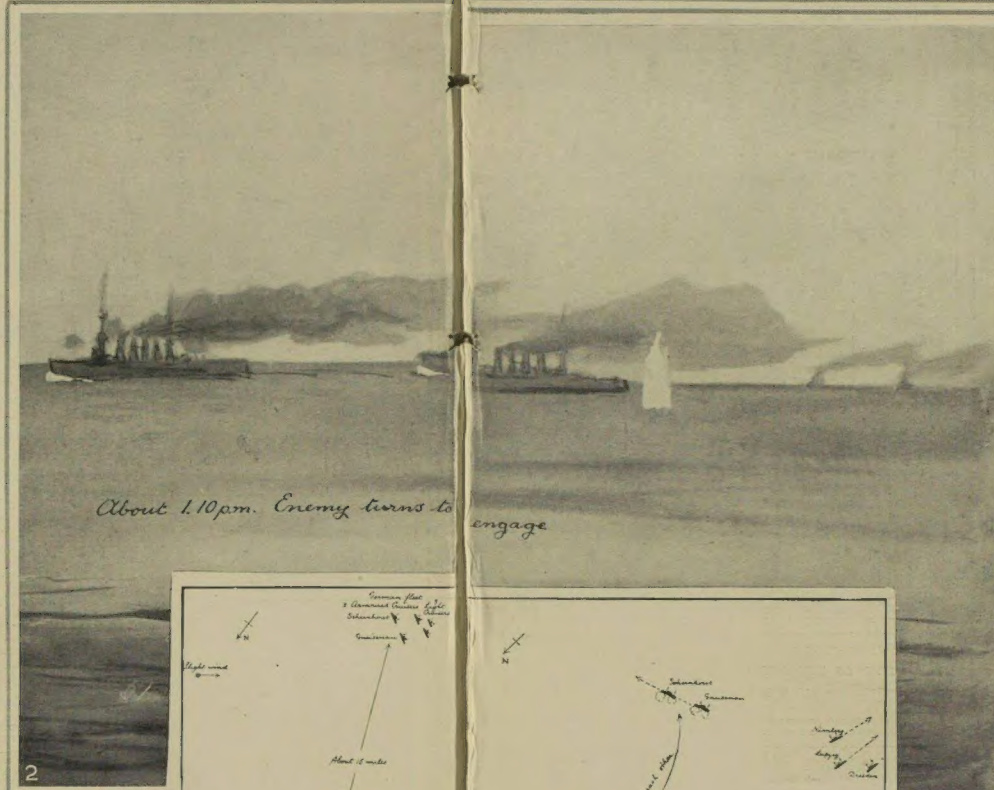
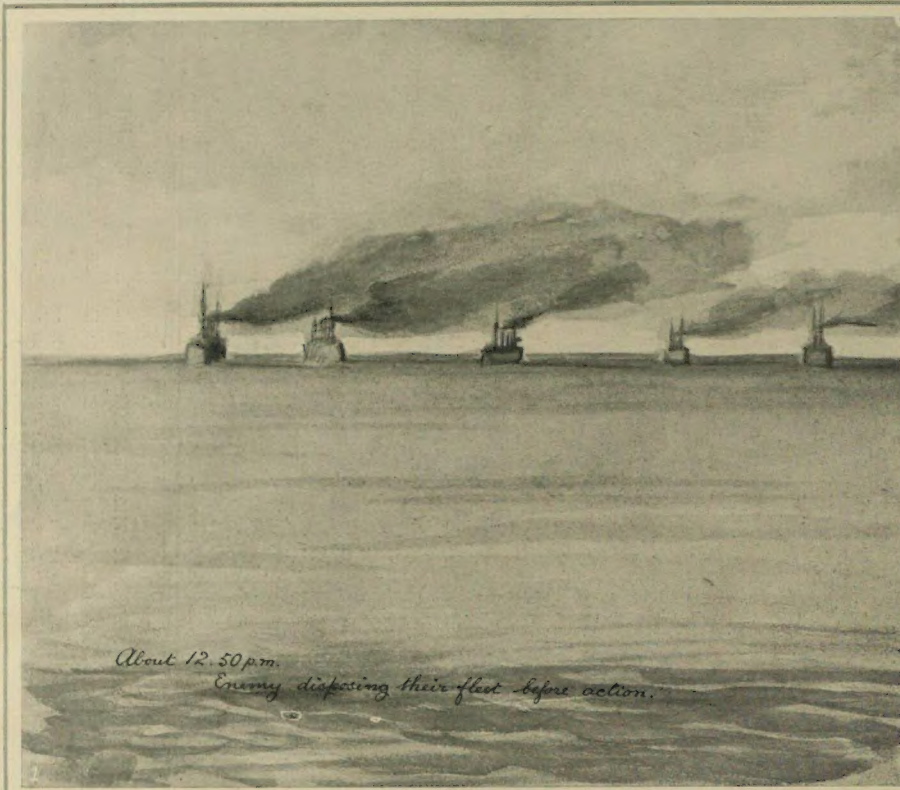
THE FIRST STAGE OF THE ACTION BETWEEN THE BRITISH BATTLE-CRUISERS AND THE GERMAN ARMoured CRUISERS: THE POSITION AT 1 P.M., SHOWING (FROM LEFT TO RIGHT) THE "GLASGOW," "KENT," "INVINCIBLE" AND "INFLEXIBLE" ENGAGING THE "SCHARNHORST" AND "GNEISENAU," AND THE "NÜRNBERG," "LEIPZIG," AND "DRESDEN" IN FLIGHT.

After the British ships had sunk all but one of the German squadron in the sea-fight off the Falklands on December 8, they made every effort to save survivors. When the "Gneisenau" went down, about 6 p.m., the "Invincible" and the "Inflexible" stood by and lowered boats, which rescued about 160 Germans from the water. There were no survivors from the "Scharnhorst," which sank while the action was still in progress. Some were saved from the "Leipzig." The humanity of the British contrasts strongly with the conduct of the Germans, if reports be true, after the battle off Coronel when the "Monmouth" and "Good Hope" were sunk by the same German squadron destroyed off the Falklands. A survivor from the "Gneisenau," one Edward Vedder, is said to have written to his father in Canada admitting that the Germans made no attempt to save any of the British officers and men after the Chilean coast battle, though many were seen swimming in the water. "I know we ran over some of them," he is quoted as writing, "and the rest were left to drown. You know, I do not believe I will ever get used to seeing men get killed, or to be shot while they are down and out. While they fight I will fight as good

as any of them, but when they are in the water, I do not like to see them killed." A writer named M. A. Verbrughen, in an article in the Chilean paper "La Patrie," said: "With clear weather, on a scarcely heavy sea, and at the end of a naval battle, 1800 Englishmen, who had behaved nobly, have been precipitated to the bottom of the sea." The drawing shows the "Kent," "Glasgow," and "Cornwall" altering their course to pursue the German light-cruisers. The "Scharnhorst" and "Gneisenau" fell to the British battle-cruisers; the "Leipzig" was engaged by the "Glasgow," which had already given the German her death-blow when the "Cornwall" joined in completing her destruction. The "Nürnberg" was chased and sunk by H.M.S. "Kent"—this being entirely a single-ship action. The "Kent" was hit 36 times, and had four killed and 12 wounded. Directly the "Nürnberg" sank, the "Kent's" men did their utmost to rescue survivors. Altogether some 2000 Germans went down. The "Dresden" escaped. Two German transports, the "Baden" and "Santa Isabel," were also sunk.—[Our Artist's Drawing is Copyrighted in the United States and Canada.]



# THE FALKLAND ISLANDS ACTION SEEN FROM THE "INVINCIBLE"—FACSIMILE SKETCHES BY A BRITISH OFFICER.



1. THE ENEMY DISPOSING THEIR FLEET JUST BEFORE THE ACTION COMMENCED: THE "GNEISENAU" (ON THE LEFT) TURNING IN ASTERN OF THE "SCHARNHORST" (SECOND FROM LEFT); THE "NÜRNBERG" (THIRD FROM LEFT) TURNING ACROSS TO JOIN THE TWO OTHER LIGHT-CRUISERS, "LEIPZIG" AND "DRESDEN."

2. THE ENEMY TURNS TO ENGAGE: THE "SCHARNHORST" FOLLOWED BY THE "GNEISENAU"; SHOWING THE SMOKE OF THE "SCHARNHORST'S" BROADSIDE AND THE SPLASH OF BRITISH 12-INCH SHELLS FALLING SHORT OF THE "GNEISENAU."

3. THE SINKING OF THE "SCHARNHORST": THE GERMAN FLAG-SHIP GOING DOWN BOWS FIRST A SHORT DISTANCE ASTERN OF THE "GNEISENAU."

4. THE OPENING STAGES OF THE FALKLANDS ACTION: PLANS FROM A SKETCH BY AN OFFICER. 5. NEARING THE END: THE "GNEISENAU'S" FOREMOST FUNNEL SHOT AWAY; SHOWING A SPLASH FROM ONE OF HER 8.2-INCH SHELLS IN THE FOREGROUND.

6. THE "GNEISENAU'S" LAST SHOTS: THE GERMAN CRUISER LISTING HEAVILY TO STARBOARD; SHOWING H.M.S. "INFLEXIBLE" ON THE LEFT, AND SHOTS FROM THE "CARNARVON" FALLING SHORT.

7. THE SINKING OF THE "GNEISENAU": THE VESSEL HEELING OVER TO STARBOARD, WITH MEN RUNNING OVER THE SIDE FROM THE DECK AND INTO THE SEA.

8. AFTER THE "GNEISENAU" HAD BEEN SUNK: THE "INVINCIBLE" AND "INFLEXIBLE" PICKING UP SURVIVORS.

The remarkably interesting sketches, here reproduced in facsimile, showing the successive stages of the naval battle off the Falkland Islands on December 8, were done by an officer of H.M.S. "Invincible," the flag-ship of Rear-Admiral Sir Doveton Sturdee, from observations made in the fore-top during the action. The plans (in illustration No. 4) of the opening stages of the action, up to the time when the German squadron scattered, are from sketches supplied by an officer of H.M.S. "Cornwall." The German squadron was under the command of Admiral Graf von Spee, whose flag-ship was the "Scharnhorst," one of the crack gunnery ships of the German Navy. With regard to illustration No. 3, showing the

sinking of the "Scharnhorst," the officer adds that "after turning away out of the line she wheeled right round and passed 'Gneisenau' and sank, as depicted, a short distance astern of her. She wheeled to port and went down bows first." As regards No. 6, H.M.S. "Carnarvon," whose shells are seen falling short of the "Gneisenau," is not in the picture. She was further from the "Gneisenau" and this side of the "Inflexible." After the "Gneisenau" had gone down, every available boat was lowered from the "Invincible" and the "Inflexible" to pick up the survivors, and numbers of Germans were also rescued by means of ropes' ends lowered from the ships' sides.—[Drawings Copyrighted in the United States and Canada.]









PERHAPS the most outstanding incident of the second week of this month, and the twenty-fifth of the war, was the appearance of the Kaiser—once more in *schimmernder Wehr*, or "shining armour"—at a point to the north-east of Soissons, where General von Kluck, Jack-in-the-box-like, had suddenly again cropped up with overwhelming reinforcements in order, at all costs, to recover the ground which the French had captured a few days earlier as being essential to the safety of the German line of lateral communication in the rear. This is the second time, so far, that the War Lord's figure has been dimly visible through the battle-smoke, or, at least, the "fog of war"—the first occasion having been at Ypres, on Nov. 11, when his Germanic Majesty hounded on the two best brigades of his Guards to the capture of Calais, but only to find their graves in front of the best of our own British troops. Like Xerxes and his innumerable ships at Salamis—

He counted them at break of day,  
And when the sun set, where were they?

Most of them in their graves and the remainder in hospital-beds. But having thus failed to break through our invincible British lines at Ypres, and only associated himself with a bloody defeat, the Kaiser cast about for another opportunity of justifying his wearing of the Iron Cross, and at last found it in witnessing from afar what the German official account described as "a very brilliant feat of arms for our troops under the very eyes of their supreme War-Lord."

Brilliant the feat certainly was, in a way—though far inferior to the German victory at St. Privat-Gravelotte, to which the writer in question hastened to compare it, thus making as great a fool of himself in the eyes of military historians as the Berlin journalists who had previously extolled an unobstructed advance of Hindenburg in Poland as a victory which would live in the memory of mankind when Salamis and Leipzig had been forgotten. As a matter of fact, von Kluck and his Kaiser—"Ego et rex meus"—had owed their "Gravelotte-like" feat of arms as much to accident as to the energy of the overwhelming masses—three to one, at least—which assailed and recovered the positions previously captured by the French: the accident, namely, of the Aisne being "in spate," as the Scots phrase it, or sudden flood, which rose ever higher with the rains and swept away the pontoon-bridges, thus gravely imperilling the security of the French troops on the right, or northern bank.

To fight with a bridged river in your rear is ticklish enough; but to fight with your back parallel to a stream without the means of enabling you to cross it should defeat enjoin upon your leader a strategic retirement—this the French held to be the very devil, and so wisely enough decided to relinquish their hard-won positions on the north bank and resume their entrenched alignment on the other side by means of pontoon passages of which the hasty construction in the face of desperate difficulties was a triumph alike of heroism and ingenuity for the French engineers.

In fact, our gallant Allies were altogether at their best in this few days' fighting near the fine old cathedral city of Soissons, on which the Germans, as usual, have vented their venomous spite. For the rest, their recapture of the positions forming the objects of conflict was a purely local success, and simply restored the military situation hereabouts to the *status quo*.

The worst of it is, too, that, as against those hollow and theatrical victories, on the Aisne and in the Argonne, the War Lord can point to no other

furtherance of his desperate cause in any other part of the world-wide theatre of war. The only thing, perhaps, which he could set to the credit side of his account was another freak of nature—though on a much more catastrophic scale than the flooding of the Aisne with its resultant sweeping away of the

thus brought itself within range of comparison with the corresponding calamity at Messina (in 1908).

"Il faut souffrir pour être belle"—such the fearful price that has to be paid by countries, like Italy, deriving their picturesque beauty from the volcanic formation of their hilly surface; while alluvial lands like Holland are as unfamiliar with the shock of an earthquake as with the shock of modern armies—so far, at least; though in the latter respect "the Lowlands o' Holland, that twinn'd my love and me" may not for long continue to enjoy this immunity from the clash of arms which is furrowing the brow of Belgium with trench-deep wrinkles that time will scarcely ever efface.

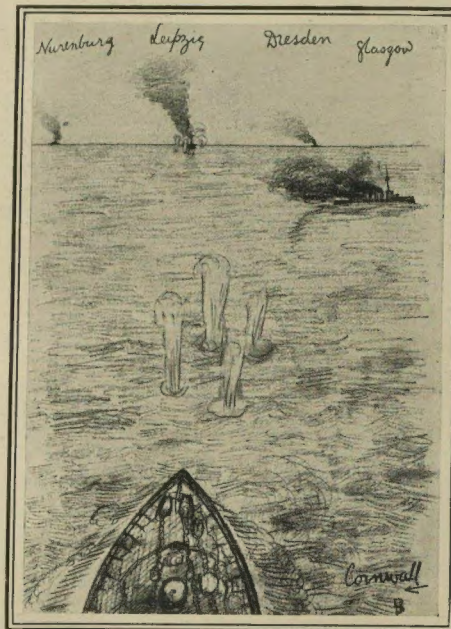
But, from the Kaiser's point of view, the redeeming feature of the Avezzano earthquake is that, on the principle of one evil being enough to cope with at a time, it will naturally retard the entrance of Italy into the field of action on the side of the Allies, though by the time the snows on the Apennines are seen to melt, and the buds in the Trentino begin to burst, the sorrows of Victor Emmanuel's devoted subjects will be forgotten—or at least assuaged—in their determination to recover their "Italia Irredenta" from the grasp of the Austrians.

In connection with those same utterly "feckless" and unlucky Austrians, as they have proved themselves to be, another setback to the Kaiser and his schemes is the resignation of Count Berchtold, Foreign Minister of the Dual Monarchy, and his supersession by the Hungarian, Baron Burian. Much speculation has been wasted over the meaning of this change of Ministers—far more than was spent on the corresponding supersession of certain Austrian Generals who had made asses of themselves in the campaign against the Serbians and the Russians. Yet at bottom the objects of the Government in both cases were the same—to weed out incompetence, whether of the military or political kind, and bring the policy of the Hungarians (who are now more and more arrogating to themselves the position of "predominant partners" in the Dual Empire) into line with the unscrupulous and far-seeing attitude of the Germans.

The latest manifestation of this attitude was the German-prompted occupation by the Turks of Tabriz, the second city of Persia, forming the capital of its richest province, which lies within the Russian "sphere of influence," in the Shah's dominions, as distinguished from the British area of the same kind. The object of this manœuvre, of

course, is to detach towards Tabriz part of the Russian army of the Caucasus, and thus make it an easier prey to the Turks invading Transcaucasia, though, so far, the Russian victory over two Ottoman corps at Sarikamish has now been supplemented and completed by their practical annihilation of a third corps at Kara Urgan. The German-prompted policy with respect to Persia is analogous to the corresponding policy of the Turks in regard to Egypt. They have not the slightest hope of ever being able to overpass the Suez Canal, but they know—or think they know, which is not quite the same thing—that the mere threat of an attack on Egypt will suffice to detain, or contain, in that country a British Imperial force which would otherwise find its true occupation on the plains of Flanders. And then there are the equally renowned plains of Poland, where the situation has been pretty well reduced to that prevailing on the fields of Flanders, and where a languid exchange of rifle and artillery fire has been supplemented by a brisk exchange of congratulatory New Year telegrams between the Allied Commanders of the East and West.

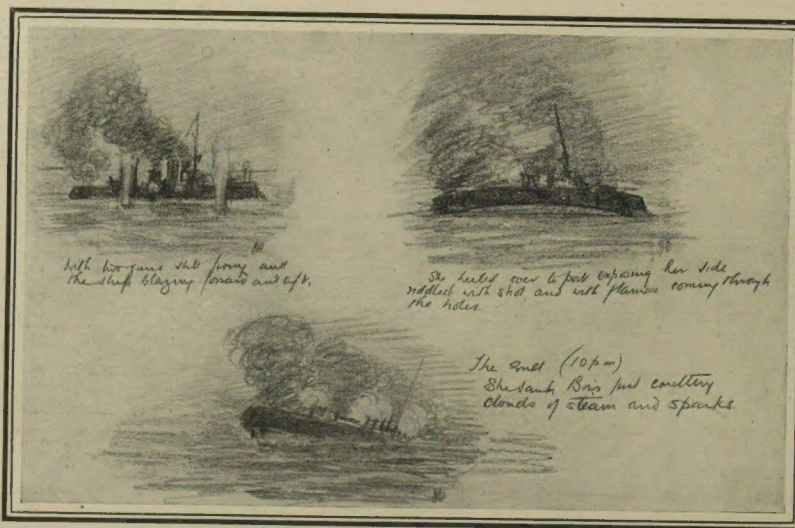
LONDON: JANUARY 19, 1915.



THE SEA FIGHT OFF THE FALKLANDS: THE SCENE FROM THE FORE-TOPI OF H.M.S. "CORNWALL."

In the foreground are the bows of the "Cornwall." The sketch, writes its author, "shows the position just after we [i.e., the "Cornwall"] opened fire. The "Glasgow" had been hit, and altered course to get out of "Leipzig's" range, whereupon she opened fire at us." The ships beyond the "Cornwall" are (from left to right): the "Nürnberg," "Leipzig," "Dresden," and "Glasgow."

Facsimile Sketch by a British Officer Present.



THE SEA FIGHT OFF THE FALKLANDS: THE END OF THE "LEIPZIG."

Describing the end of the "Leipzig" as seen through his glasses, the author of these sketches writes: "All her funnels, her mainmast, and fore top-gallant shot away, blazing inside and outside, with only eighteen men alive on board, she finally heeled over to port, and then plunged head foremost to the bottom." The "Leipzig" was sunk by the "Glasgow" and the "Cornwall."

The end came at 10 p.m.—[Facsimile Sketch by a British Officer Present]

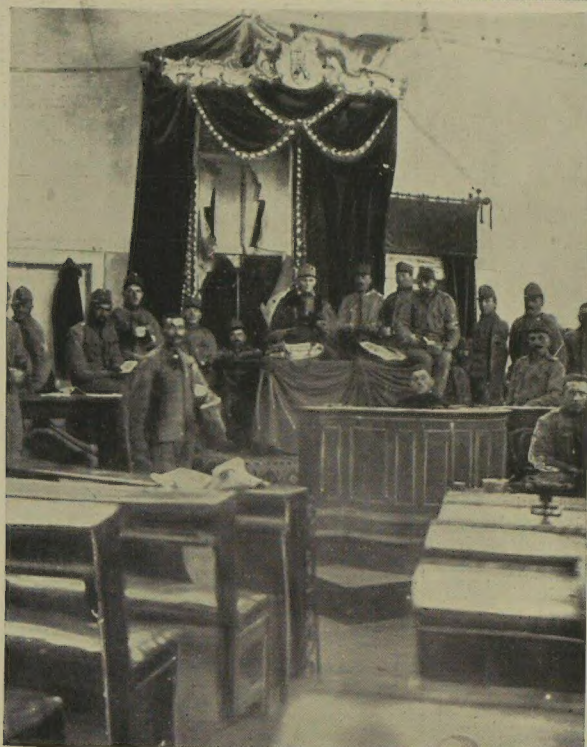
bridges of the river. That was a trifle in comparison with the earthquake at Avezzano, in Italy, which is said to have entailed 30,000 victims, and

supplemented by a brisk exchange of congratulatory New Year telegrams between the Allied Commanders of the East and West.



# WAR NOTES: A PARLIAMENT AS BILLET; A "HOSPITAL" CAVE; SHIELDS.

PHOTOGRAPHS BY UNDERWOOD AND UNDERWOOD, AND TOPICAL.



BILLETED IN THE SERBIAN PARLIAMENT HOUSE: AUSTRIANS DURING THEIR FOURTEEN-DAYS' STAY IN BELGRADE.



NEAR THE SCENE OF THE FRENCH CHECK: A CAVE NEAR SOISSONS, AKIN TO THOSE USED FOR HOSPITAL WORK.



SCREENED FROM VIEW BY A SHOT-RIDDLED PLOUGHSHARE: A FRENCH OBSERVATION-OFFICER IN THE TRENCHES.



PROTECTED BY A THICK STEEL HEAD-SHIELD AND CUIRASS: A FRENCH LOOK-OUT MAN.

The Austrians, after entering Belgrade with flags flying and bands playing, quartered themselves in the principal buildings of the city, until the Serbian Army drove them out headlong. Here we see some of those who were billeted in the Serbian Parliament House grouped about the Speaker's Chair and Rostrum.—The next photograph shows a cave near Soissons, akin to those used for hospital work. Near here the Germans massed reinforcements and overpowered the French brigades on the north of the Aisne. Cut off through a sudden rise of the flooded river sweeping away their pontoon-bridges, the outnumbered French, resisting to the last, had to recross the Aisne.—The lower

illustration on the left shows a French observation-officer in the trenches making use of a ploughshare as a screen from the enemy's view. That the thin steel or iron of the ploughshare could serve only that purpose and was useless as a means of protection against bullets, its appearance, riddled with German shot-holes, sufficiently proves.—The right-hand lower photograph shows a trench-sentry in mask and cuirass of thick steel (weighing 26 kilos, and only penetrable at very close range) watching Germans entrenched a few yards off. It is from a French paper, which vouches for its accuracy. Note the mediaeval aspect of the look-out.



## "OUR JOFFRE."

A short account of the great French Generalissimo, which appeared in our famous contemporary, "L'Illustration," to which journal we are indebted also for the illustrations appearing on this page.

ALL France watches confidently the man who bears the immense responsibility of the protection of her future destiny; but there is a spot in our country where eyes wear a softer look, where tears flow from a deeper emotion, from a more tender pride: the tiny Catalan homeland of the Generalissimo—his "pays," as they call it down there—Rivesaltes, where he was born, where he has grown up, whither he always returned faithfully to rest after his colonial campaigns and from the overwhelming task he had undertaken on the General Staff.

In this little sunny town of Roussillon, with its houses gathered round an old Saracen tower, with its walls skirted by the torrential river Agly, General



GENERAL JOFFRE'S NATIVE TOWN: RIVESALTES, IN ROUSSILLON.

Photographs Supplied by Mlle. Clara, Bookseller, of Rivesaltes.

of the War Council. On July 24, 1911, he was appointed Generalissimo. To-day he has behind him forty-five years of service and thirteen campaigns.

Promoted to the rank of "Grand Croix" of the Legion of Honour, he received on Nov. 26, 1914, the "Médaille Militaire," the greatest reward before the attainment of decisive victory.

All French people know the glorious career of this soldier, but at Rivesaltes they know it better still, for after each promotion Joffre, radiant with inward contentment, has come back to them. His compatriots are touched with this faithfulness, and whether they pass by the modest house where he was born or the house where he now spends his holidays, on the Place du Pont, just at the top of the boulevard which bears his name, they love to call to their mind the experience which befell him as a young Captain.

One day, when "notre Joffre" was examining in his own country the fortifications of Prats-de-Mollo, the guard had him arrested as a spy. Joffre allowed himself to be led to the police-station, then, opening his coat to show his uniform, he said in Catalan dialect entirely void of German accent, "Soun un Allemany de Rivesaltes que ten tres galons sobre la matelotte."

In the field the Generalissimo retains the same simplicity which once confounded the guard at Prats-de-Mollo. Captain M— has already described the visit which he paid to the General Headquarters, then at Romilly—the "petit bourgeois" villa where our chief was staying, the schoolroom in which he was working. A few weeks later, M. Gustave Babin told us also of the bare background from which the fine figure stood out in bold relief. Other witnesses have told likewise what an impression of calm and power, of modesty and confidence, they had brought away from their visit. Also we have heard by what self-imposed discipline General Joffre has trained himself to endure the fatigues of the campaign—regularity in his work, sobriety in his diet, regular exercise and sleep. An English journalist has narrated how he saw

him arrive at an inn in Flanders, where the cook, in prevision of the coming of the illustrious soldier, had killed her fattest chicken and prepared her most savoury sauce. The Generalissimo came in like a bomb, asked for an omelette, and was gone again; one had time only to notice the clear look in his eyes, the rich fullness of his voice.

This moral and physical health of the man who bears the responsibility of so many lives was shown still more plainly just before the great days of the Battle of the Marne. The General Headquarters were fixed at Bar-sur-Aube. A distinguished Paris barrister, M. Maurice Tassin, owner of a place called "Le Jard," received the order to billet General Joffre. He opened wide the doors of his château, which was thus becoming doubly historical. Indeed, the place, built at the end of the eighteenth century, had already resisted two invasions. During the campaign of France in 1814 the Emperor Alexander of Russia and Frederick-William III., King of Prussia, had stayed there. In 1870, the Prussians, back again, took several photographs of the house which had played a part in their history, and left a signed copy for the *châtelaine*, the grandmother of the present owner.

When M. Maurice Tassin had learnt from the Quartermaster who hurriedly

passed through the name of the illustrious guest he was going to have in his house, he wished to give him a welcome and a reception worthy of his rank. But General Joffre declined

all offers with as much good grace as firmness.

On the first floor he chose a big room with two windows overlooking the entrance of the château and the faubourgs of the town, leaving to his orderlies the rooms opening on a peaceful and beautiful garden. He asked that no change should be made from the simplicity of his diet. Here are a few of the menus prepared for him: *Dinner of Sept. 1.*—"Potage



A BILLETING ORDER FOR GENERAL JOFFRE: THE DOCUMENT ASSIGNING HIS QUARTERS AT THE HOUSE OF M. MAURICE TASSIN AT BAR-SUR-AUBE ON SEPTEMBER 1.

vermicelle à l'oignon, escalopes de veau, pommes sautées, salade, fromage, dessert." *Dinner of Sept. 2.*—"Potage aux perles, bœuf au gros sel, légumes du pot-au-feu, salade, fruits divers." *Lunch of Sept. 3.*—"Hors-d'œuvre, œufs sur le plat Bercy, côte de bœuf rôtie, purée de pommes-de-terre, fromage, dessert." *Dinner of Sept. 3.*—"Potage aux poireaux, bœuf sauté lyonnaise, poulet rôti, saisons nouveaux au beurre, salade de cresson, fromage, fruits." *Lunch of Sept. 4.*—"Hors-d'œuvre, œufs durs vinaigrette, blanquette de veau, salade russe, fromage, fruits." *Dinner of Sept. 4.*—"Potage fermière, brochet sauce verte, entrecôte grillée, pommes frites, pâté de volaille, salade, fromage, fruits, etc." All the menus are very simple; and if there is one more dish than usual sometimes, it is because the Generalissimo had other Generals to dinner: had he been alone he would have been content with a simpler meal.



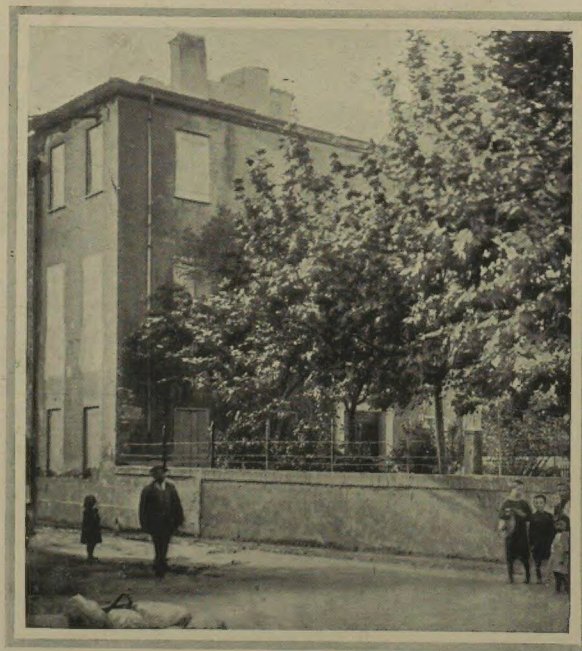
WHERE THE COOPER'S SON WHO BECAME COMMANDER-IN-CHIEF OF THE FRENCH ARMY WAS BORN: THE BIRTHPLACE OF GENERAL JOFFRE IN RIVESALTES.

Joffre is indeed well known, and long ago they have described his nature and his heart: "Com lo vi del seu endret, lo Moscat de Rivesaltes: fortaleza y parfum embolicats de dolçor," which means "He is like the wine of his country, the Muscatel of Rivesaltes—strength veiled in sweetness." There he was born on Jan. 14, 1852, the son of a cooper. The register mentions all his Christian names, but only the last one, Césaire, reminds one of the Midi.

He studied at the College of Perpignan. At sixteen he had taken his degree. At seventeen he entered the Ecole Polytechnique. Even then, as a young man, he had a presence—his head well poised and a glance direct. It was no effort to him to become a man when the war broke out. Sub-Lieutenant on Sept. 21, 1870, he took a part in the Defence of Paris with his fellow-cadets.

Lieutenant in 1872, he was made a Captain four years later, and went to the east of France to organise the military district of Pontarlier. Then he saw service in China and in Tonkin-China with Admiral Courbet; he organised the defence of Formosa under the enemy's fire, was present at the Battle of Bening, and already impressed his superiors as a great chief. Then in Africa he relieved the expedition of the unfortunate Bonnier, and entered Timbuctoo victorious.

Major in 1889, Lieutenant-Colonel in 1894, Colonel in 1897, Brigadier in 1901, he then carried out the admirable fortifications of Diego-Suarez, after which he lectured on fortifications at the School of War. General of a Division in 1905, he became Head of the Engineers and Commandant of the 2nd Corps at Amiens. On Feb. 23, 1910, he was made a member

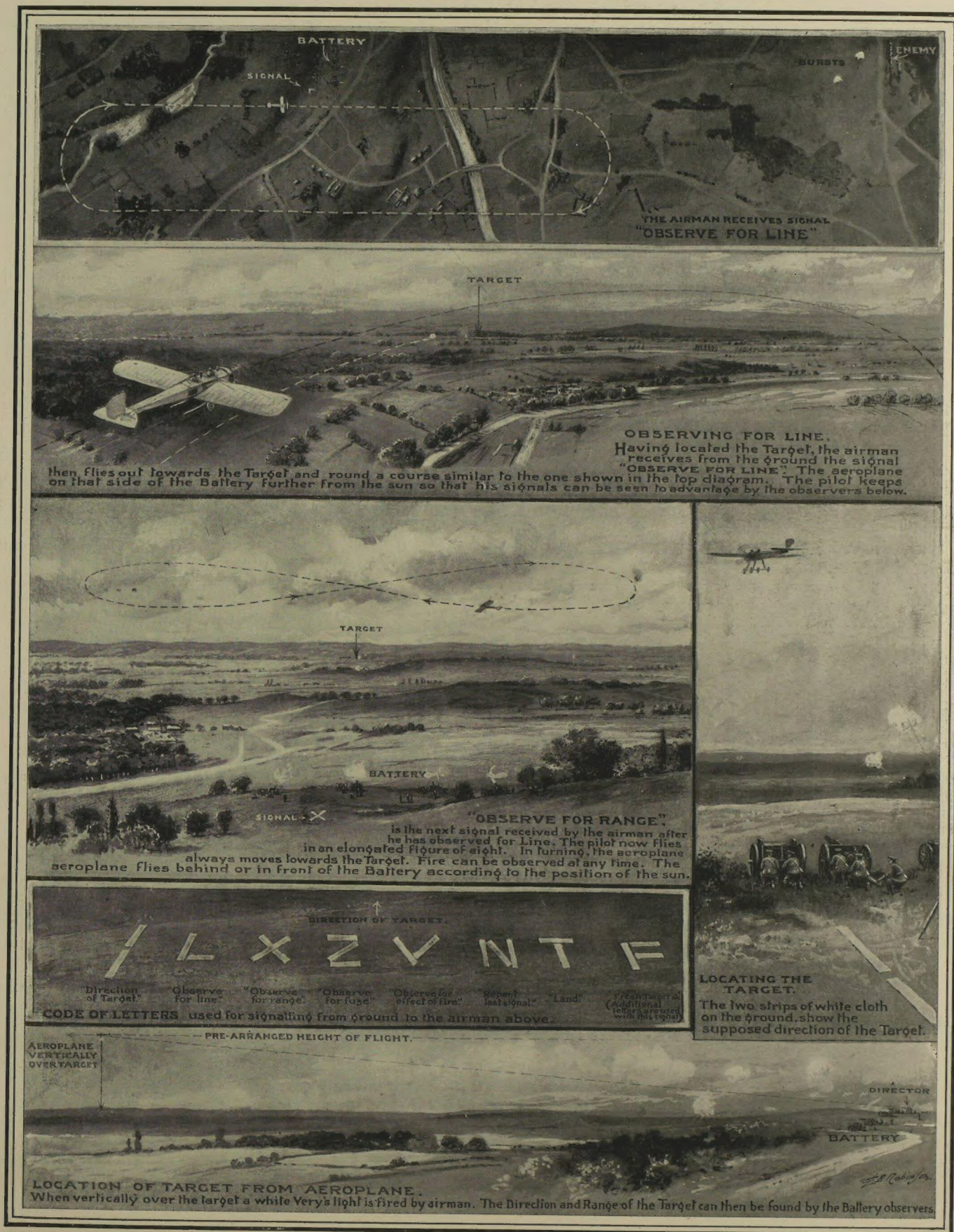


THE HOME TO WHICH GENERAL JOFFRE ALWAYS RETURNS AFTER HIS CAMPAIGNS: HIS HOUSE AT RIVESALTES, ON THE PLACE DU PONT.



## THE AVIATOR AS THE GUNNER'S AIDE: DIRECTING THE ARTILLERY.

DRAWN BY W. B. ROBINSON.



## WHY THE FLYING-MAN IS INDISPENSABLE TO THE MAN BEHIND THE GUN: HOW THE TARGET IS FOUND AND THE RANGE IS CHECKED.

The gunner, unable to locate his "target," owing to the nature of the ground, employs the aviator to find it. The aviator rises to a prearranged height, and flies, maintaining that altitude, in the supposed direction of the enemy. As a guide, strips of white cloth laid on the ground may be used. We show that particular signal, and certain others with it, but all are merely typical signals, and do not represent any actually in use. The "target" found, the airman, when right over it, signals by dropping a Very's light,

or more than one, of some prearranged colour or combination. Two observers near the guns, with instruments between them, check the distance automatically, the aeroplane's height above the ground being known. Firing can then begin. The direction or "line" of firing is checked by the airman, who steers in an elongated oval between the battery and the enemy, signalling with Very's lights. Similarly he reports how the shells are bursting, whether short of or beyond the target or correctly.



## THE ROAD OF RETREAT: SIGNS OF THE AUSTRO-HUNGARIAN ROUT.

PHOTOGRAPHS BY TCHERNOFF.



ABANDONED BY THE AUSTRIAN TROOPS FLEEING FROM THE VICTORIOUS SERBIANS: CARTS OF GENERAL POTIOREK'S TRANSPORT LEFT IN THE RUTS OF A FOREST DURING THE RETREAT.



FORMERLY A MEETING-PLACE FOR THE FASHIONABLE PEOPLE OF THE SERBIAN CAPITAL! THE AVENUE DU BOIS DE TOPCHIDÈRE AFTER THE AUSTRO-HUNGARIAN FOURTEEN-DAYS' OCCUPATION OF THE CITY.

Describing the remarkable Serbian victory, a special correspondent of the "Times," writing on the 26th of last month, from Kraguievatz, said, in a letter just published: "From Valievo I hastened onwards towards Belgrade, and, forty-eight hours later, reached the outskirts of the capital. The previous day (December 14) had seen fighting of a very determined character. Driven back on to a ring of commanding hills, of which Torlak may be taken as the centre, the Austrians had there put up their last defence.

These positions were captured the same evening, not, however, without heavy sacrifice. The commandant of the Serbian force which attacked this sector stated that his men alone had buried 1800 dead Austrians. . . . When we arrived in the rear of the Army on the 15th the Serbian gunners were firing through a cloud of fog and rain against the pontoon bridge over the Save, and on a hostile rear-guard without the city. The opposition was soon overcome, and a detachment of cavalry rode in, closely followed by

*(Continued opposite.)*



## BOULEVARDS OF BELGRADE! SERBIA'S CAPITAL AFTER OCCUPATION.

PHOTOGRAPHS BY TCHERNOFF.



SIGNS OF THE FOURTEEN-DAYS' AUSTRO-HUNGARIAN OCCUPATION OF THE SERBIAN CAPITAL: BROKEN CARTS, WITH GERMAN INSCRIPTIONS, ON A BOULEVARD OF BELGRADE ON DECEMBER 16.



AFTER THE PRECIPITATE FLIGHT OF THE AUSTRO-HUNGARIAN ARMY FROM BELGRADE: A BOULEVARD OF THE SERBIAN CAPITAL AT NINE O'CLOCK ON THE MORNING OF DECEMBER 15.

*(Continued.)*  
King Peter. . . . It is not easy to describe the Austrian occupation. It lasted but for fourteen days. . . . It was on the morning of December 14 that the real preparations for departure commenced. . . . As the day wore on and the news from Torlak became more and more serious, the movement developed into a wild rush for the other shore, and the pontoons were choked with transport. . . . All through the night the panic-stricken retreat continued. . . . In the streets of Belgrade the Austrians left five cannon,

eight ammunition-wagons, 1000 horses, and 440 transport-wagons—many of the latter filled with loot from the city. In the officers' mess lay the evening meal of the 14th, the soup half-consumed, the wine half-drunk. . . . Thus ignominiously ended the third Austrian invasion of Serbia. Of the army of 300,000 men who crossed the Drina River, certainly not more than 200,000 returned. In the last thirteen days of combat the Serbs captured 41,538 prisoners (including 323 officers) and an enormous booty.



# "OUR JOFFRE": THE FRENCH GENERALISSIMO IN EARLY AND LATER LIFE.

PHOTOGRAPHS 1, 2, AND 3 BY COURTESY OF MILE. CLARA, OF RIVESALTES; PHOTOGRAPH NO. 4 BY S.D.A. (SEE ARTICLE ELSEWHERE)



GENERAL JOFFRE WHEN HE WAS SEVENTEEN  
AND AT THE ÉCOLE POLYTECHNIQUE.



GENERAL JOFFRE AND MME. JOFFRE  
IN 1911.



GENERAL JOFFRE AS HE WAS IN 1889  
WHEN CHEF DE BATAILLON.



GENERAL JOFFRE IN THE FIELD: THE BRILLIANT FRENCH LEADER, WHO IS LIKELY TO BE FIRST OF THE NEW MARSHALS OF FRANCE.  
TAKING A SIMPLE MEAL IN THE OPEN

The brilliant Generalissimo of the French Army, General Joffre, of whose life and personality a sketch is given upon another page, is, it is understood, to become an Immortal, to be elected to the French Academy, it having been decided to keep open for him the seat rendered vacant by the death of Comte de Mun, a patriot who fought for France in 1870-71, and afterwards, until his death, devoted his pen to the service of his country. The honour could not be more appropriately awarded than to the great soldier who was born in Rivesaltes in 1852, in modest circumstances from which his fine nature and his ability have raised him step by step

until to-day he is—Notre Joffre, the hero of all France. General Joffre was educated first at the College of Perpignan, where he took his degree at sixteen. A year later he entered the École Polytechnique, and when the Franco-Prussian War broke out, in 1870, he became a Sub-Lieutenant, and took part in the defence of Paris. His military career commenced in promising fashion, and his progress was rapid. In 1872 he was promoted Lieutenant, and in 1876 he was made a Captain and entrusted with the organisation of the military district of Pontarlier; and, later, he served in China, and in Tonkin-China with Admiral Courbet, organised the defence of Formosa.

(Continued opposite)



# "OUR JOFFRE": THE BRILLIANT LEADER OF THE GALLANT FRENCH.



TO BECOME AN IMMORTAL, AND THE FIRST OF THE NEW MARSHALS OF FRANCE? JOSEPH JACQUES CÉSAIRE JOFFRE,  
SON OF A COOPER, AND FRENCH GENERALISSIMO IN THE GREAT WAR.

and made his mark as an officer of courage and skill. He did good work in Africa. Promotion quickly followed. He was made Major in 1889; Lieutenant-Colonel in 1894; Colonel in 1897; Brigadier in 1901; and General of a Division in 1905. In 1910 he was made a member of the War Council; and in July 1911 was appointed Generalissimo. To-day, he wears the Grande Croix of the Legion of Honour and the "Médaille Militaire," and is one of the most honoured leaders in the greatest war the world has known. A man of simple tastes, unaffected modesty, but

unsurpassed ability and courage, it is probable that the rank of Maréchal will be conferred upon him as the first recipient. The rank has been re-established in the French Army, but at present there is no holder of it. An interesting side-light is thrown upon the character of the great soldier in a recent letter written by his sister, Mme Artus, who says: "You see me in a happy mood. My brother has just written to my sister-in-law that he is satisfied with the progress of events, and all those who know him know he would never say anything were he not certain."



# A POSITION TAKEN AND RETAKEN FOUR TIMES: IN THE NEIGHBOURHOOD OF VERDUN.

DRAWN BY H. W. KOSKORKE FROM A SKETCH BY FREDERIC VILLERS, ONE OF OUR SPECIAL WAR ARTISTS.



SHOWING MOVABLE WIRE-ENTANGLEMENTS USED BY BOTH THE FRENCH AND THE GERMANS: THE FINAL CAPTURE OF THE FARM OF CHAMBRÉ BY THE FRENCH.

Describing the sketch from which this drawing was made, Mr. Frederic Villers writes: "The Battle-front in the Vicinity of Verdun: the Final Assault and Capture of the Farm of Chambré. The final assault by the French, after many days' fighting, during which the farm had been taken by the Germans and retaken by the French four times, was a brilliant bit of bayonet-work by our brave Allies. The movable wire-entanglement screens seen in the picture were very successful in stemming the onslaught of both French and German troops."—(Drawing Copyrighted in the United States and Canada.)



# THE CAPTURE OF DE WET: HIS REBELS AND HIS LOYALIST BROTHER.



MARCHED THROUGH VRYBURG ON THEIR WAY TO PRISON: MEN OF DE WET'S COMMANDO GUARDED BY MOUNTED LOYALISTS.



DE WET'S LOYALIST BROTHER GIVES THE COLONEL INFORMATION: PIET DE WET TELLING HOW HIS BROTHER LOOTED HIS HORSES.

General De Wet was captured on December 3, after a long pursuit, on a farm at Waterburg, a hundred miles west of Mafeking. He had crossed the Vaal River into the Transvaal on November 21, and moved west. On the 25th he was eighteen miles north of Vryburg. Here Colonel Coen Brits took up the chase, and two days later captured part of De Wet's force. De Wet himself, however, had left the day before, and trekked further west, but the pursuit continued relentlessly. De Wet, at the last, was taken by surprise, and on seeing the loyalists approaching, mounted his horse to

escape, but finding himself surrounded saw that the game was up. He and his few followers surrendered without firing a shot. The prisoners at first took their capture quietly, but later on, it is said, attempted to give trouble. Colonel Brits took about 120 rebels in all. An interesting account of the pursuit and capture of De Wet, by a member of the Union force, is given on another page in this Issue. It shows the hardships endured by the pursuers. General De Wet's brother, Piet, seen in the lower photograph, is a loyalist. The white armlet distinguishing a loyalist soldier may be noted.



## THE MOTOR-CAR'S PART IN THE CHASE AND CAPTURE OF DE WET.



JOINING IN THE CHASE OF THE ELUSIVE DE WET: THE MOTOR-CAR CONTINGENT PASSING THROUGH VRYBURG.



CAUGHT AT LAST. GENERAL DE WET X KNOCKS THE ASHES FROM HIS PIPE AS HE LEAVES VRYBURG A PRISONER.

A special contingent of motor-cars from Witwatersrand, manned by men of Colonel Jordaan's column, played a prominent part in the pursuit of De Wet, joining in the chase at Vryburg. They have been highly praised by General Smuts, the Minister of Defence, who, in a message to the District Staff Officer at Kimberley, said: "Please convey to Captain Bullock my congratulations on the splendid work which he and the motor-squadron have performed in connection with the capture of General De Wet. Colonel Brits has assured me that, without their efficient assistance, the capture might

not have been possible." After being caught, De Wet and the remnant of his following were taken to Vryburg and thence to Johannesburg, where they were lodged in a fort. On reaching Johannesburg, he was seen quietly smoking a pipe, but looking depressed and worn. It was at the end of October that he headed the rebellion in the north of the Orange River Colony, and Beyers that in the Western Transvaal. Christian Rudolph De Wet, who is sixty, was Commander-in-Chief of the Orange Free State Forces in the South African War, and distinguished himself by his "slimness" in eluding pursuit



# A GUARDIAN OF EMPIRE AND AN UPHOLDER OF A GREAT TRADITION.

ILLUSTRATION BY ROBERT AND GENERAL



A UNIT OF THE NAVY MANNED BY SAILORS IN WHOM IS THE OLD SPIRIT WHICH CARRIED US TO VICTORY IN THE PAST:  
H.M. ARMoured-CRUISER "DEVONSHIRE" IN A ROUGH SEA.

Such a picture as this cannot fail to interest those who realise what magnificent work the British Navy has done and is doing in this Great War. When the King spoke of the Navy as the "sure shield" of the Empire, he but voiced the belief of all Britons. And the patriotic pride of the Senior Service is ever evident. It was echoed in a recent letter sent by Sir John Jellicoe, the gallant Commander-in-Chief of the Grand Fleet, to his wife. In this it was written: "I know you will be meeting the wives and families of the men, and I hope you will tell them of the magnificent spirit which prevails

the old spirit which carried us to victory in the past is with us now. . . . Nothing can ever have been finer than the coolness and courage shown in every case where ships have been sunk by mines or torpedoes; discipline has been perfect, and men have gone to their death not only most gallantly, but most unselfishly. . . . I feel prouder every day that passes that I command such men." The "Devonshire," it may be added, is an armoured cruiser, displacing 10,850 tons, with a length of 450 feet, and a beam of 68 1/2 feet. She was built at Chatham; was launched in 1904; and was completed in 1905.



# DEAD ON THE FIELD OF HONOUR: OFFICERS KILLED IN ACTION.

PHOTOGRAPHS BY HASSANO, LAMBERT WESTON, CHANDLER, SWAINE, LAFAYETTE, BERNESFORD, ROBINSON, BARNETT, ABRAHAM, AND BACON.



LIEUT. C. F. VERRALL,  
ROYAL SUSSEX REGIMENT.



LIEUT. A. L. SILVESTER,  
ROYAL SUSSEX REGIMENT.



CAPTAIN F. W. DURAND,  
ROYAL MUNSTER FUSILIERS.



LIEUT. R. H. WILLIAMSON,  
ROYAL GARRISON ARTILLERY.



LIEUT. P. VAN NECK,  
GRENADEER GUARDS.



CAPTAIN W. S. RICH,  
CHESHIRE REGIMENT.



LT.-COM. H. L. STREET, R.N.  
H.M.S. "FORMIDABLE."



CAPTAIN G. H. SMART,  
WEST YORKSHIRE REGIMENT.



CAPTAIN A. G. M. GRAHAM,  
WORCESTERSHIRE REGIMENT.



LIEUT.-COL. W. R. LLOYD,  
LOYAL N. LANCASHIRE REGT.



MAJOR W. M. GOODWYN,  
DEVONSHIRE REGIMENT.



CAPT. LEO CREAGH, 1ST BATT.  
LAHORE DIV., MANCHTR. RGT.



CAPTAIN C. A. R. HODGSON,  
ROYAL WARWICKSHIRE REGT.



2ND LT. S. COURTHOPE BOSAN-  
QUET, MIDDLESEX REGIMENT.



LIEUT. G. R. FARR,  
SOMERSET LIGHT INFANTRY.



LIEUT. R. H. SCHUNCK  
1ST BATT. QUEEN'S REGIMENT.



LT. W. G. FROUDE, D.C.M.  
IMPERIAL LIGHT HORSE.



CAPT. DENZIL O.C. NEWTON M.V.O.,  
PRINCESS PATRICIA'S CWN L.I.

Our portraits of officers who have given their lives for their country include this week that of Captain Francis William Durand, Royal Munster Fusiliers, who was the son of the late Rev. Haviland Durand and of Mrs. Durand, of Moulin Huet, Guernsey. He was born in 1875, and educated at St. Elizabeth's College, Guernsey. He served in the Matabele Campaign, 1896, and Mashonaland Campaign, 1897 (medal and clasp). He married, in 1903, a daughter of the late Rev. John W. Hawtrey, of Aldin House, Slough. Lieut. Philip Van Neck, who was killed in action near Ypres, was in the Grenadier Guards. He was the eldest son of the late Charles Neck, of Lily Hill, Bracknell, and

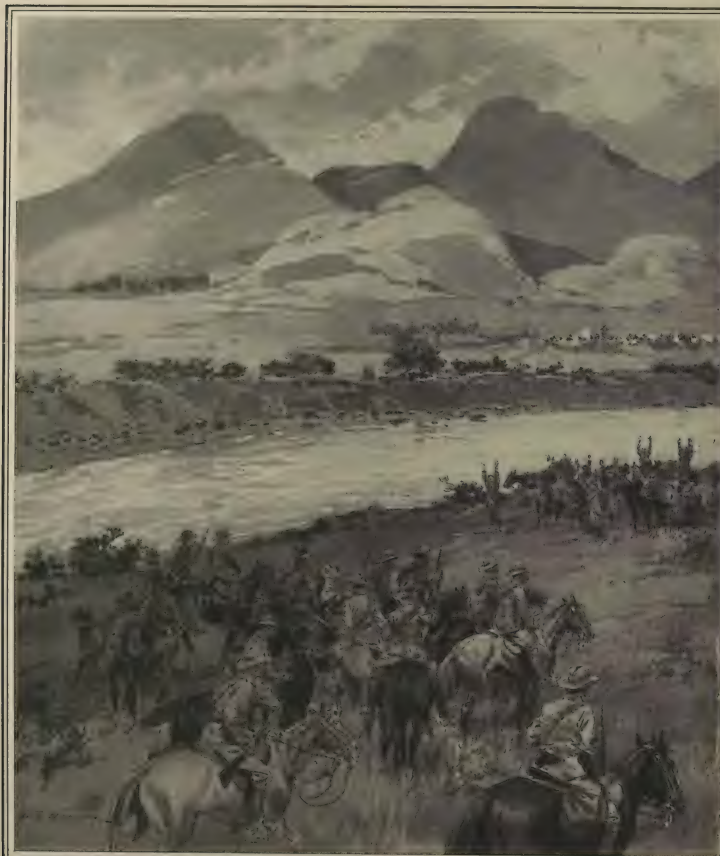
of Mrs. Van Neck, of 32, Pont Street, S.W. Lieut.-Commander Henry Layard Street went down in the "Formidable" on New Year's Day. He was the son of Mr. Henry W. Street, of Nightingale Road, Southsea. Major Walter Meredith Goodwyn was wounded on December 18, 1914, and subsequently died. Lieut. W. G. Froude, D.C.M., was killed in action in the North-West Cape Province, South Africa. He was son of Mr. F. P. M. Froude, of East London, South Africa. Captain Newton is the first officer of the Canadian Contingent to fall in the war. He was a son of Lady Alice Newton, daughter of the eleventh Earl of Dundonald.



# THE TRAGIC END OF THE SOUTH AFRICAN REBEL-IN-CHIEF: GENERAL BEYERS DROWNED IN THE VAAL RIVER.

DRAWN BY FÉDÉRIC DE HAENEN

FROM A SKETCH BY AN EYE-WITNESS.



## "IK KAN NIE MEER NIE!" GENERAL BEYERS IN THE WATER

General Beyers, the principal figure in the South African rebellion, was previously Commandant-General of the Union Defence Force. The official account of his death, after describing a fight on December 7, said: "The rebels split into two parties. One . . . about 30 strong, under Beyers, was pursued and driven towards the Vaal River on a farm at Greyling. . . . A sharp engagement took place, during which Beyers, with some others, endeavored to cross the Vaal. They were fired on, and it was seen that Beyers fell from his horse, but managed to grasp another horse by the tail. This horse was swimming back to the Free State side. A short distance from the bank Beyers was seen drifting down stream calling for help. Fighting was still in progress. He soon afterwards disappeared under water. He is believed to have been wounded earlier in the fight. Beyers' field-glasses and his revolver were found, and also his horse, which had been killed. Twenty-six prisoners were taken." Some days later the body of Beyers was found and given burial.

## JUST BEFORE HE UTTERED HIS LAST WORDS AND WENT UNDER.

In the drawing Beyers is seen in the water, where, to the right of him, is a guide, also with a horse. Our correspondent, who was with the Union men, and from whose sketch the drawing was made, writes: "Beyers' horse has swung round to face the current, instead of making direct for the Transvaal shore. The guide Pieterse, who was ahead, turned round when he heard Beyers in difficulty. Next minute Pieterse was shot, rolled off his horse, and disappeared. Then Beyers cried: 'Ik kan nie meer nie!' (I am done, and went under)." In the foreground are the loyalist troopers, and near the river-bank Beyers' men holding up their hands in surrender. Beyond the river, to the left, are loyalists firing at Beyers, and to the right a farmhouse. The farmer's wife, Mrs. Jacobs, said: "The shots in the water round Beyers were like someone throwing in a handful of gravel." In the background is a range of kopjes, at the foot of which, on the left, lies Maquena.—[Drawing Copyrighted in the United States and Canada.]





## SCIENCE JOTTINGS.

### THE CIVILISING INFLUENCE OF COPPER.

GERMANY is now, apparently, engaged in a feverish search for copper, which, to her, has become indeed one of the "precious metals." To supply her dire necessity, Belgian, and presumably also German, kitchens are being ransacked for copper cooking-utensils, which are being thrown into the melting-pot, with every other copper article which can be swept into the net to furnish the munitions of war. Meanwhile, we are told every possible kind of substitute is being experimented with, but so far to no purpose.

While this news naturally affords us a lively satisfaction, it at the same time reminds us of the stupendous part which the discovery of copper has played in the history of the world's civilisation. For with that event was ushered in the reign of the age of metals and the emancipation from the bondage of the Stone Age.

There is naturally much room for speculation as to the circumstances which led up to this tremendous event. Professor Elliot Smith ventures to suggest that the earliest piece of metal was formed, accidentally, at the toilet-table of a Proto-Egyptian belle! At any rate, it is certain that the Egyptian women—and occasionally the men—used the crude copper ore, malachite, as the ingredient of a face-paint. And he suggests that one day a lump of this dropped into a charcoal fire, with the result that a bead of copper was formed. This, doubtless, led to the production of more beads, and from this by experiment to other kinds of ornaments. With this stimulus to the arts and crafts, hitherto confined to the use of stone and bone, there naturally followed the production of metal tools and implements, and, most important of all, weapons for the chase and war.

How long a time elapsed between the discovery of the means of making metal beads and ornaments and the application of metal to the general purposes of life, we have no means of estimating. But the use of metal for fashioning tools and weapons certainly carries us back some 6000 years. On this point there is an almost universal agreement.

It must soon have been manifest that the new weapons left much to be desired in point of hardness, as compared to the old stone weapons. But who first discovered the fact that the admixture of about one per cent. of tin, and the consequent formation of "bronze," imparted

marvellous hardening qualities, we have no means of discovering. Yet this was the next step in advance. Once made, the secret of the process spread throughout most of the ancient world, as our museums bear witness, following the great lines of commerce and intercourse. The earliest piece of bronze is the rod found at Medun,

long ages afterwards, for stone tools continued to be used in Great Britain and Northern Europe for about two thousand years after they had been discarded in Egypt. Egypt's nearest source of copper was Mount Sinai—whence she obtained her tin, we do not know—while all this time both copper and tin lay unsuspected in English soil in abundance—a fact discovered in due course by the Phoenicians, who exploited the mineral fields of Britain as far back as 1500 B.C. And from this fact it is implied that the natives of these islands had already had their eyes opened to their great source of wealth, and the uses to which it could be put some two thousand years B.C.

That the use of copper was independently discovered by the natives of these islands is improbable. Fortunately, evidence is obtainable on this point, from what a learned professor, in a recent correspondence in the Press, contemptuously called "old bones in museums." These same "old bones" have been collected in large numbers from ancient burial-mounds, or "barrows," in various parts of Great Britain and Ireland. These mounds are circular in form, and the skulls of the dead they contain are of the type known as "round" skulls, as distinct from the "long" skulls of the people of the Stone Age. That is to say, the people of the round skulls were an alien race; and they introduced the art of metal-working, for not till we meet with their remains do we meet with metal objects in the specimens of their tools, ornaments, and weapons buried with them. These aliens were "wise men from the East," Armenoids, who brought with them this priceless knowledge. These are the people commonly called "Celts," whose original home was in the highlands of the Pamirs, north of the Hindu Kush. They brought with them the practice of cremation, and new beliefs and customs. But they neither absorbed nor exterminated the long-headed race in possession of the soil on their arrival; on the contrary, they were able to do no more than affect a "blend" with them, for the bulk of the people of Great Britain are long-headed to this day.

These settlers would seem themselves to have but recently acquired the art of casting in copper, for the earliest axe-heads and similar weapons are made on the same lines as the Neolithic stone weapons which they replaced. Later, the trammels of the Stone Age were thrown off, and new and improved forms were introduced. But of these more must be said on a future occasion.—W. P. PYCRAFT.



RECENTLY SEIZED BY TURKISH TROOPS: THE CAUCASUS COPPER COMPANY'S MINE AT DZANSOUL, NEAR BATOUM, SHOWING TURKISH MINERS ENGAGED IN HAULING ORE.

Egypt, dating from 3700 B.C., while Mesopotamia has yielded a large statuette dating from 2500 B.C. The use of copper seems to have spread from Egypt into Asia, and thence into Europe—though

the art of metal-working, for not till we meet with their remains do we meet with metal objects in the specimens of their tools, ornaments, and weapons buried with them. These aliens were "wise men



WASHING CLAY AND ROCKS OFF THE ORE BY A GIGANTIC HOSE: HYDRAULIC PLANT AT THE CAUCASUS COPPER COMPANY'S MINE, WITH MOUNT TREALL IN THE BACKGROUND.

It was reported recently that a large Turkish force had attacked the Caucasus Copper Company's mines at Dzansoul, forty miles south of Batoum. The British and American staff of about fifty men, it is said, were warned to leave, and most of them succeeded in reaching Tiflis, going on thence to Petrograd. It will be remembered that the Germans are finding it difficult to obtain enough copper for making ammunition. In the foreground of the lower photograph are some ancient "dumps" made by Genoese miners 500 years ago. We give these photographs by courtesy of the Caucasus Copper Company's London office.



# THE CAMERA AS CORRESPONDENT: GREAT-WAR PHOTOGRAPHS.

PHOTOGRAPHS BY TOPICAL, L.N.A., ILLUSTRATIONS BUREAU, AND ALPIERI.



A "FOREST" OF GERMAN BARBED WIRE ON THE BATTLEFIELD: FRENCH TROOPS PASSING A SECOND-LINE ENTANGLEMENT TO THE FIRING-LINE.



TO FIGHT BACTERIA ON THE BATTLEFIELD: THE MOTOR BACTERIOLOGICAL LABORATORY ANONYMOUSLY LENT TO THE WAR OFFICE.



PRISONERS FROM THE "EMDEN": CAPTAIN VON MÜLLER AND PRINCE FRANCIS OF HOHENZOLLERN.



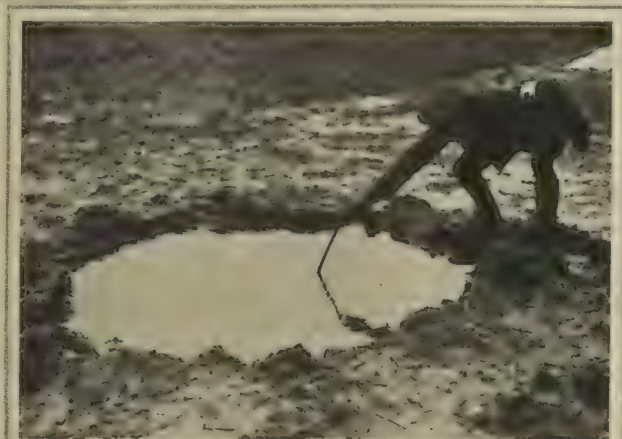
OUR BRITISH "TERRIERS" AT THE FRONT: TERRITORIAL ENGINEERS MAKING A TRENCH REDOUBT.



THE HERO OF "B 11" PHOTOGRAPHED SINCE HIS EXPLOIT: LIEUT. HOLBROOK, R.N., V.C.



A SWAMPED TRENCH WHICH HAD TO BE EVACUATED AS UNINHABITABLE IN THE BRITISH LINES IN FLOODED FLANDERS.



A "POND" FORMED BY A GERMAN SHELL IN FLOODED FLANDERS: A DEEP SHELL-HOLE MADE INTO A POOL BY THE RAINS.

Barbed-wire entanglements are used at all parts of a battlefield where the enemy may attempt a rush, alike in the front line and further in rear in case of a break-through. — The motor bacteriological laboratory seen above cost £2000, is of 25-30 h.p., and is fully equipped. A motor-cyclist is in attendance for proceeding near the fighting-line and bringing samples of bacteria for examination. The car has left for the front in charge of Captain Gray, R.A.M.C., and before going was seen by Princess Christian. If the researches succeed, other laboratories are to be built.—Captain von Müller, of the "Emden," and Prince Francis of Hohenzollern (a relative of the Kaiser), who served

among his Lieutenants, are seen as prisoners on board a British cruiser. Both are in mufti with soft hats. Captain Müller is to the left, with his hands in his pockets. The Prince has a telescope under his arm.—The illustration of Territorial Engineers building a redoubt among the trenches in Flanders is interesting as being one of the first photographs of our "Terriers" in the fighting-line.—Lieut. Holbrook, V.C., is, of course, the heroic commander of Submarine "B 11," who performed the most daring feat of the war at sea by diving under five rows of mines at the entrance to the Dardanelles and torpedoing the Turkish battle-ship on guard,



# THE BOMB-DROPPING ON THE EAST COAST: DAMAGE AT YARMOUTH.

PHOTOGRAPHS BY C.N.



1. AS THOUGH STRUCK BY A BIG SHELL: A BOMB-WRECKED HOUSE AT ST. PETER'S PLAIN, YARMOUTH.

2. SUGGESTING THAT AT LEAST ONE ZEPPELIN WAS AMONG THE RAIDERS: A BIG, UNEXPLODED BOMB FOUND NEAR FISH WHARF, YARMOUTH.

3. DAMAGE DONE AT YARMOUTH BY BOMB-DROPPING GERMAN AIR-CRAFT: WRECKED BUILDINGS AT ST. PETER'S PLAIN.

German air-craft dropped bombs on Yarmouth, King's Lynn, and near the royal estate at Sandringham, on the night of Tuesday, January 19. It is thought that the raiders included at least one Zeppelin; and this is suggested strongly by the size of the bomb shown in one of our photographs. At the moment of writing, it is understood that the casualties number five killed and several injured. Of the killed one was a private of the 5th Essex Regiment; the other four were civilians: a shoemaker

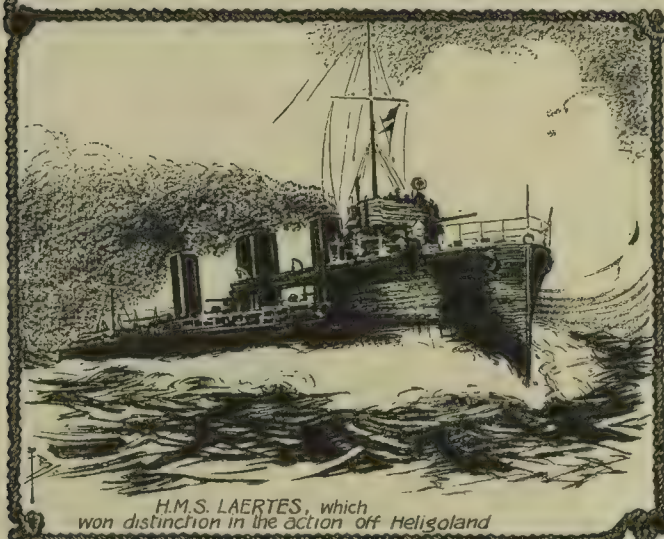
of fifty and an unidentified woman, killed at Yarmouth; a lad of seventeen and the widow of a soldier fallen at the front, killed at King's Lynn. There are at present no statistics as to the injured. The type of damage done to property is shown above. It would appear that some twenty bombs were dropped. At St. Peter's Plain and St. Peter's Road, Yarmouth, two buildings were wrecked; while many other houses and shops in the district were damaged. The air-craft were heard; but, apparently, seldom seen.



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FOR THE TROOPS.**

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H.M.S. LAERTES, which  
won distinction in the action off Heligoland

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**John Player & Sons,**  
Castle Tobacco Factory NOTTINGHAM

P.451

Branch of The Imperial Tobacco Co. (of Great Britain and Ireland), Ltd.



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"IONA" is recognised as the perfection in  
Scotch Whiskies.

It immediately appeals to the man who appreciates a fully matured whisky of absolute purity. Of great age, it possesses a delicate mellow flavour that pleases the palate, and because of its absolute purity it has no unpleasant after-effects.

Those who seek a tonic beverage of the highest standard will find it in "IONA," combining as it does characteristic quality with distinctive flavour.

"IONA" can be obtained from your wine and spirit merchant.  
If he hasn't it in stock he can get it for you.

**G. & J. MacLachlan Ltd.,**  
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Established 1820.

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SCOTCH  
WHISKY.









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may be greatly IMPROVED by just a touch of "La-rola Rose Bloom," which gives a perfectly natural tint to the cheeks. No one can tell it is artificial. It gives THE BEAUTY SPOT! Boxes 1/-



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It forms with fresh milk a delicious food cream in which all the minute food particles are in a form so soluble as to cause little digestive effort, and so soothing as to allay internal irritation.

These are the directions for preparing Benger's Food. If you read them they prove in themselves how different Benger's is from every other food obtainable.

- 1.—Mix slowly into a smooth paste one tablespoonful of the Food with four tablespoonfuls of cold fresh milk.
- 2.—Add gradually as you stir a break-fast-cupful of boiling fresh milk or milk and water.

- 3.—Set aside for fifteen minutes. At this point Benger's Food digests as it cooks. The longer it stands the further the process of digestion is carried.
- 4.—Pour into a saucepan and whilst stirring, slowly bring to the boil. This stops the digestive action.

Benger's is *not* "made-in-a-moment," but, while you wait, a partial self-digestion of both the Food and the milk takes place. This explains why invalids who cannot take milk alone enjoy Benger's Food, and assimilate it with ease.

*Benger's Food is sold in tins by Chemists, etc., everywhere.*  
An interesting Booklet explaining how Benger's Food "assists Nature" for Invalids and Convalescents, free by post from  
**BENGER'S FOOD, LTD., Otter Works, MANCHESTER, Eng.**

*Branch Offices—*  
**NEW YORK (U.S.A.)** 92, WILLIAM STREET.  
**Canadian Agents—** National Drug & Chemical Co., Ltd., 34, St. Gabriel Street, MONTREAL.  
and branches throughout Canada.

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# Bell's THREE

# NUNS

# Tobacco

The best plan is to smoke the same tobacco always, and "Three Nuns" is the mixture that will make you stick to this good rule.

No other is so mild and yet so satisfying, with a flavour so interesting and characteristic, and no other tobacco is so wonderfully cool.

A Testing Sample will be forwarded on application to  
Stephen Mitchell & Son, Branch of the Imperial  
Tobacco Co. (of Great Britain & Ireland), Ltd., Glasgow.

"King's Head" is similar but stronger.

**BOTH ARE OBTAINABLE PER 6½d. OZ. EVERYWHERE.**

**'THREE NUNS' CIGARETTES. MEDIUM, 3d. for 10.**

No. 378









## Should a Child have a Night Light ?

*Opinions of Leading Authorities*  
**No. 5.**

**An eminent Continental Medico says:—**

"In ninety-nine out of a hundred cases, the presence of a light in the sick-room alleviates pain. For the same reason, do not let your children sleep in the dark if they prefer a light. The denial of a Night Light has made many a child ill with heart disease. If children refuse to sleep in the dark, it may be assumed that there is some physical or mental reason for it which we ought to respect."

## Price's Night Lights

**93 AWARDS**

give a sense of security to imaginative children and highly-strung adults.

"ROYAL CASTLE." "CHILDS."

To burn in a saucer containing water.

*Small Light.*

"PALMITINE STAR."

To burn in a glass holder without water.

*Medium Light.*

**CLARKE'S "PYRAMIDS."**

For Light and Heat. Fireproof plaster base.  
*Large Light.*



Employed in conjunction with Clarke's Nursery Lamp, "Pyramid" Night Lights diffuse a soft and agreeable light, and at the same time keep infants' and invalids' food warm and palatable for eight hours.

For further particulars of these Food Warmers, and Samples of Night Lights, please apply to:—

PRICE'S PATENT CANDLE COMPANY LIMITED,  
Belmont Works, Battersea, London.

## The benefit of a Night Light in the Sick-room.

## The FRESH MILK Food Mellin's Food

THE great importance of having FRESH MILK as a basis for the hand-fed baby's diet is proved almost immediately in baby's better health, and by its freedom from fretfulness and trouble. But it is proved most wonderfully of all in baby's later years.

### 'Mellin's' Builds Sound Constitutions

Fresh Milk with Mellin's Food provides a diet exactly suited to a feeble new-born child or the most robust youngster.

The Mellin-fed child grows up with straight bones, sound teeth, good muscles, firm flesh—and a marked resistance to disease.

This diet not only serves baby's immediate requirements, but lays the foundation of a healthy and vigorous maturity. It builds *sound constitutions.*

The Mellin-fed child is not an 'ailing' child, but a romping happy child, a joy to itself and to all around it, as countless happy mothers already know.

### A Doctor's View:

'I find,' writes a well-known doctor, 'that Mellin's Food made up with fresh cow's milk is far superior to foods made with water only, and I prescribe Mellin's Food largely.'

### FREE OFFER!

Send your address and we will send you free of cost a Sample Bottle of Mellin's Food, together with a dainty and valuable handbook, 'How to Feed the Baby.'

ADDRESS: SAMPLE DEPT., MELLIN'S FOOD, LTD., PECKHAM, LONDON, S.E.



**The FRENCH** Natural Mineral Water.

## VICHY-CÉLESTINS



for disorders of the LIVER:  
GOUT, GRAVEL, DIABETES,  
RHEUMATISM and all ailments  
arising from Uric Acid.

N.B.—The Springs are situated in FRANCE in the department of the Allier, and are the property of the

**FRENCH GOVERNMENT**

Can be obtained at all Chemists, Grocers, Wine Merchants, Stores and Hotels throughout the World.

## Calox

*The Oxygen  
Tooth Powder*

*An Invaluable Aid to Health and Beauty.*

BETTER late than never, to start the Calox Habit—but never better than when young.

For Calox not only beautifies the teeth, it keeps decay away, and with it all the pain and suffering that decay causes, and by keeping the teeth sound and strong, capable of proper mastication, Calox makes for health.

### TEST IT FREE

A dainty Sample of Calox sufficient for fair trial will be sent free on request.

Calox is sold at 1/12 by Chemists and Stores everywhere.

The Calox Tooth Brush—highly recommended, 1/-

G. B. KENT & SONS, LTD.  
75, Farringdon Road, London, E.C.



## Bensdorp's Royal Dutch Cocoa

*saves 1/2 your  
cocoa because it  
is double strength*



Ask your Grocer for sample, or send for same direct to  
**BENDSORP'S ROYAL DUTCH COCOA, 31, Eastcheap, London, E.C.**



## THE CHRONICLE OF THE CAR.

**Club Notes** Last winter the Royal Automobile Club made special arrangements for the convenience of its members wishing to visit Switzerland for winter sports, and Mr. Charles Mackintosh acted as the representative of this body of motorists. This year fewer people contemplate visiting that country for the ski-ing, tobogganning, and skating, but many will be interested, especially convalescent soldiers and sailors, to learn that the R.A.C. representative is again in Switzerland in order to make all possible arrangements for the comfort of intending visitors. This year the Club has decided to confine its efforts to one spot. Wengen, in the Bernese Oberland, has been chosen; it is not too high (4,300 feet), it is sheltered from high winds, and is in a sunny position. Also—whisper it not in Gath!—the hotel proprietors in Wengen are anxious to cater for English visitors, so are quoting specially low terms.

At the moment only the small hotels are open, but there are a number of English already in residence, including convalescent officers and their Memsahibs.

that big caravanserai, will open, and its charges will be twelve francs per person, with a special charge of ten francs for British officers.

Wengen is an attractive little place where no consumptives are taken at the hotels, possessing every facility for healthy out-of-doors amusements, including good skating-rinks, good weather, and plenty of snow. The train service between London and Wengen is now normal; the journey to Berne can be made in comfort, by the aid of the sleeping and dining cars, within twenty-four hours, via Paris and Pontarlier. British officers wishing to take advantage of the scheme should apply to Georgiana Countess of Dudley, 83, Pall Mall, S.W.; and others should apply to the Secretary of the Royal Automobile Club, Pall Mall, S.W. for further particulars.

1911 to 1915.

The technical department of the Club has recently issued a little volume, edited by Mr. Gregory, containing a tabulated list of all the cars built from 1911 to 1915, full of interesting information in its sixty pages. It gives the engine-dimensions and R.A.C. rating, table of taxation of all the steam and petrol vehicles, a set of excellent conversion tables of English measures to the metric system, and the makers' horse-power denomination of the cars over these years, but excludes the German and Austrian cars for 1915. Originally compiled for taxation purposes, this little work has now become a technical volume of excellent value, so that no doubt it will grow to more important dimensions in the years to come. Another laudable interest that the Royal Automobile Club is concerned in is the raising of a sufficient sum of money to provide an X-ray apparatus, with a petrol-electric set to supply the necessary electrical current, for the Officers' Base Hospital at Havre. It is to be hoped that the charitable will send their donations for the Hospital X-ray Fund to the Royal Automobile Club as quickly as possible.



WESTERN AUSTRALIA IN LONDON: THE NEW STATE OFFICES.

The Agent-General for Western Australia, Sir J. Newton Moore, has been fortunate in securing a central position in London for the new offices of the State, in the Strand at the corner of Savoy Street. The buildings, it was stated at the opening ceremony on Jan. 14, at which Mr. Harcourt, the Colonial Secretary, presided, are on a forty-five-years' lease, and the landlord is the Prince of Wales. Black Belgian marble has been used for facing the lower frontage, and the State badge of the Black Swan is over the main entrance.



PRESENTED BY PUBLIC SUBSCRIPTION: AN UP-TO-DATE VEHICLE  
OTHER PLACES OUGHT TO PROCURE.

This smart-looking and efficient 15-18-h.p. Bedford-Buick motor-ambulance has been presented to Colchester by public subscription. Its chassis is of the latest 1915 type, and is fitted with the Delco self-starting gear, lighting, and ignition-system. The ambulance contains two stretchers, and provides extra seating accommodation and attendant's seat.

Practically all branches of the services are represented there, from the submarine to the Flying Corps, so I expect the German spy may be included; hence my warning to refrain from too much chatter about our doings at the front. Accommodation is obtainable at the small hotels at eight francs per day inclusive; and as soon as the number of visitors increases sufficiently to warrant, the Regina Hotel,

markets are being flooded by American cars. British colonies especially seem the field of great activity of the U.S.A. motor, and I have some qualms for the future if something is not done to meet more effectually this growing competition. Is it that our manufacturers are, as yet, too prosperous? It is the popular side of the movement that requires attention.

#### A Real Competitor.

Without wishing to say one word against the influx of American cars to this country, I must say that these are the real competitors of the British automobile manufacturers. The more I wade through the mass of import and export figures of the nations of the world, the more I find these motor markets are being flooded by American cars. British colonies especially seem the field of great activity of the U.S.A. motor, and I have some qualms for the future if something is not done to meet more effectually this growing competition. Is it that our manufacturers are, as yet, too prosperous? It is the popular side of the movement that requires attention.

The lighting of country houses and even of week-end cottages has long been somewhat of a problem, and it has been difficult to escape the Scylla of high charges by local companies without being wrecked on the old rock of the troublesome, not-too-clean, ineffective oil-lamp. Fortunately, these difficulties can now be removed by the adoption of an excellent system of illumination derived from ordinary motor-car petrol, and known as the "Willett Light." This is the latest system of petrol-air gas illumination, and is simple and effective. The installation and fitting of pipes, etc., can be carried out by any gas-fitter. The Willett Light is as convenient as electricity, and can be made just as charming by the use of tasteful shades. The gas is suitable for lighting, heating, and cooking. It can be inspected at Mr. William Willett's show-rooms at Sloane Square, S.W.

# DUNLOP TYRES

ARE MADE IN ENGLAND.

THIS statement alone proves nothing.

HAD Dunlops been inferior to foreign tyres, any appeal to patriotism would involve sacrifice.

IF Dunlops were merely on an equality with others, their British origin might suffice to turn the wavering balance in their favour.

BUT, inasmuch as the experienced user bases his preference for Dunlop tyres on his knowledge that they are supreme in every essential feature—in length of life, in ease of running, and in immunity from wayside failures—the pleasure of supporting a home industry forms a happy addition to the wisdom of his choice, and he is doubly satisfied, as an expert and as a patriot, and remains glad of the fact that Dunlop tyres

ARE MADE IN ENGLAND.



THE DUNLOP RUBBER CO., LTD.,  
Founders throughout the World of the Pneumatic Tyre Industry,  
Aston Cross, Birmingham. 14, Regent St., London, S.W.  
PARIS: 4, Rue du Colonel Moll.

# HORLICK'S MALTED MILK

The Food-Drink  
that gives and maintains  
health, strength, and  
all-round efficiency



STRENGTH

Horlick's Malted Milk has built up and increased the capabilities of a great number of athletes in the foremost ranks, and its use will also increase your strength and vitality in the same manner.

Pure, full-cream milk with choice malted barley and wheat. Supplies maximum nourishment in a very easily digested form, and rapidly feeds the whole system, building up and replacing muscular tissue, and promoting healthy development.

Ready in a moment by stirring briskly in hot or cold water.

NO COOKING REQUIRED.

ALSO AVAILABLE IN TABLET FORM as delicious food confections to be dissolved in the mouth. Convenient to carry and always ready for use. Nourishing, invigorating, and sustaining: relieve thirst and prevent fatigue.

Both Powder and Tablets may be obtained in glass bottles of all Chemists and Stores at 1/6, 2/6, and 11/-. The Tablets also in Glass Flasks convenient for the pocket at 1/- each.

A neat Pocket Case to hold One Dozen Tablets sent free to users on application.

Write for a copy of our booklet—  
DIET IN SPORT AND PHYSICAL CULTURE.

TRIAL SIZE OF EITHER POWDER OR TABLETS SENT POST FREE FOR 3D. IN STAMPS.

HORLICK'S MALTED MILK CO., SLOUGH, BUCKS.



FITNESS